



Charting the Course to 2025: The County of York Comprehensive Plan Review Comprehensive Plan Steering Committee

Meeting Notice

York County Environmental & Development Services Building
105 Service Drive, Yorktown
Thursday, May 5, 2005
6:00 PM

Agenda

- 1. Call to order**
- 2. Lower County Land Use – Part II**

At the April 21 meeting of the Steering Committee, staff presented a series of proposed changes to the lower County portion of the Land Use Map, a summary of which is attached. Of the 38 changes proposed, 25 are map corrections and/or changes in designation intended to reflect the existing or approved use of the property. The remaining 13 potential changes (which are highlighted on the attached summary) represent some type of substantive policy change that will require thorough review, discussion, careful consideration, and ultimately a decision on the part of the Steering Committee. The purpose of this meeting will be to have that discussion and finalize the Steering Committee's recommendations relative to the lower County Land Use Map. This meeting will also be an opportunity for Committee members to propose any additional changes to the map.

- 3. Other**
- 4. Adjourn**

Attachments

- Meeting Notes of April 21
- Summary of proposed Land Use Map Changes – Lower County

Charting the Course to 2025: The County of York Comprehensive Plan Review Comprehensive Plan Steering Committee

Meeting Notes

York County Environmental and Development Services Building
Multi-Purpose Room
105 Service Drive
Thursday, May 5, 2005
6:00 PM

Members Present: Nick Barba, Ken Bowman, Jack Christie, Jack Davis, Carole Ferro, A. T. Hamilton, Carl Loveland, Rick Moberg, Ralph Smith

Staff Present: Mark Carter, Tim Cross, Earl Anderson

Chairman Barba called the meeting to order at 6:06 PM.

Mr. Cross stated that at the April 21 meeting of the Steering Committee, staff had presented a series of proposed changes to the lower County portion of the Land Use Map. He explained that from that list of changes staff has since identified a total of 13 proposed changes that represent some type of substantive policy change requiring review, discussion, and careful consideration on the part of the Steering Committee. The remaining changes are map corrections and/or changes in designation intended to reflect the existing or approved use of the property. Mr. Davis noted that developed properties will not be significantly affected by changes to the Land Use Map, and he recommended that the Steering Committee focus on those changes that affect undeveloped property. Mr. Cross responded that almost all of the areas proposed for a substantive change are entirely or largely undeveloped.

Mr. Cross then presented the staff's proposed changes to the lower County portion of the Land Use Map as follows:

Area #2: Baptist Road/Spring Road/Boundary Road – 196 acres

Mr. Cross stated that the staff proposes to change the designation of this area from High Density Residential (3 units/acre) to Low Density Residential (1 unit/acre) because of access limitations. He explained that the only means of ingress and egress to this area is Baptist Road, which is narrow, and that the property is completely surrounded by National Park Service and Newport News Waterworks property, making it unlikely that a second means of access will be approved. He noted that the proposed change in designation would decrease the potential lot yield by two-thirds from an estimated 450 to 167 potential units.

Mr. Davis expressed concern about the impact of the proposed change on the value of the property and the possibility of developing it for affordable housing. He stated that he envisions this property as a potential site for moderately priced housing, which would require the High Density Residential designation. Mr. Davis also noted that the inability of providing a second means of access should not be treated as a foregone conclusion. He asked if the proposed change was intended to keep densities low in order to maintain the 80,000 build-out target. Mr. Ptasznik commented that there are other areas in the County that have been proposed for increased residential densities, so it makes sense to try to offset those increases elsewhere. Mr. Carter emphasized that the staff's recommendation was based not on density but on the poor access, and he reminded the members of the many citizens at the Neighborhood Open House at Magruder Elementary School who expressed strong concerns about the lack of secondary

access to large residential areas. He stated that the staff shares this concern and is attempting to respond to it with realistic land use designations that recognize the limitations of the road network. Mr. Cross added that if the land use designation is changed to Low Density Residential, the text of the plan would clearly explain that the designation is based on poor access, which would provide justification for a future rezoning to a higher density, if necessary, in the event that a developer is able to resolve the access issue.

Area #7: Route 17 between Battle Road and Cook Road – 20.4 acres

Mr. Cross explained that the staff's proposal is to redesignate this area from General Business on the east side and Medium Density Residential on the west side to Limited Business on both sides in order to prevent residential driveways on Route 17 and to provide a greater transition between the more intensive development character of the lower portion of Route 17 and the gateway into the National Park Service property and historic Yorktown.

Area #9: Southwest quadrant of Route 17/Route 105 intersection – 29.3 acres

Mr. Cross noted the pending construction of a 68-unit quadruplex development in this area and the commercial frontage along Route 17, neither of which is compatible with light industrial development. For these reasons, staff proposes to redesignate this property from Limited Industrial to General Business.

Area #10: North side of Fort Eustis Boulevard Extension – 5.6 acres

Mr. Cross explained that the Fort Eustis Boulevard extension will be a four-lane divided highway with limited access and will serve as the logical dividing line between residential and commercial development. For that reason, he stated that staff proposes to change the designation from Limited Industrial to Medium Density Residential on the north side. Mr. Smith asked if the limited access designation would need to be addressed in the plan. Mr. Carter responded that VDOT has already designed the road as a limited access facility. Mr. Cross suggested that if the Committee feels strongly about it, the plan can include language affirming the importance of maintaining the limited access designation in order to forestall any future requests for breaks in the limited access.

Area #11: South side of Fort Eustis Boulevard Extension – 9.5 acres

Mr. Cross stated that the staff proposes to redesignate the frontage along the south side of the Ft. Eustis Boulevard extension from Limited Industrial to General Business. He explained that with the existing retail development on the west end of the road, residential development on the north side, and its designation as a greenbelt road, General Business development would be much more viable and more compatible with existing development. Mr. Cross added that the current plan identifies this intersection as a potential Mixed Use area and that the General Business designation is more consistent with the type of development envisioned.

Area #12: Dominion Virginia Power property – 20.9 acres

Mr. Cross explained that the current Low Density Residential designation for much of the 46-acre Dominion Virginia Power parcel between Hornsbyville Road and the railroad tracks was intended to discourage industrial access to Hornsbyville Road and preserve its residential character. He noted, however, that the residential depth as depicted on the map is not realistic and that the staff proposes to reduce it by shifting the dividing between the Low Density Residential and General Industrial designations to the north. Concerns were expressed by Mr. Ptaszniak and Mr. Hamilton about the impact of moving the General Industrial designation closer to existing homes on Hornsbyville Road. Mr. Carter noted that this entire parcel is already zoned General

Industrial and that the proposed change in designation would simply reflect the existing policy of preserving Hornsbyville Road for residential development.

Area #14: Southeast quadrant of Route 17/Goodwin Neck Road – 17.2 acres

Mr. Cross stated that staff proposes to change the designation in this area from High Density Residential to General Business both to reflect existing development and to recognize the lack of interior access and the area's unsuitability for high-density residential development. Mr. Davis commented that the reasoning for the proposed change makes a certain amount of sense but expressed skepticism about the viability of commercial development on this property, noting the extreme depth from Route 17 and the lack of visibility and signage. Mr. Carter noted that about a quarter of the acreage (approximately 4.2 acres) is owned by Yorkminster Presbyterian Church, including a softball field that occupies about 2.5 acres

Area #22: Kentucky Heights – 50 acres

Mr. Cross explained the staff's proposal to change the designation of this area from Low Density Residential to Limited Industrial to provide for the planned future extension of Newport News/Williamsburg Airport Runway 2-20. He noted that the Peninsula Airport Commission currently owns most or all of the undeveloped parcels in this area and has plans to acquire the rest, and that the noise impacts of the proposed runway extension would be negligible since it is surrounded by undeveloped watershed property. In order to accommodate the runway extension, according to Mr. Cross, the Peninsula Airport Commission plans to realign Oriana Road. He stated that staff proposes that any such realignment take place west of the Harwoods Mill Reservoir and provide a connection with the planned signalized intersection of Denbigh Boulevard and Independence Boulevard (the spine road through Lakewood Village, which may be extended to Richneck Road, thus providing for a continuous corridor from Route 17 to Ft. Eustis Boulevard that could divert significant amounts of traffic off of both of these congested highways.

Area #24: York Point/Baytree Beach – 900+ acres

Mr. Cross noted that this area is located in the 100-year flood plain and the storm surge area for a Category 1 storm. He stated that the staff proposes to change the land use designation from Low Density Residential to Conservation to protect this environmentally fragile area (wetlands, high water table, Chesapeake Bay area) from the adverse impacts of indiscriminate development and to recognize that the only means of ingress and egress is Seaford Road. Mr. Hamilton asked about the impact on this area's development potential, to which Mr. Bowman responded that the impact would not be great since most of the land is not developable regardless of its land use designation. Mr. Cross added that most of the property is already zoned RC (Resource Conservation), which allows a density of one dwelling unit per 5 acres.

Area #25: Dare Professional Park – 28.5 acres

Mr. Cross noted that the Dare Professional Park is a commercial subdivision and should not be designated for residential development, as it is currently. He stated that the staff's proposal is to change the designation of this area from Medium Density Residential to Limited Business in order to provide for a well-designed transition between more intensive commercial development along Route 17 to the west and residential development to the east. Mr. Cross added that a Mixed Use overlay would be appropriate in this area, where much of the property is under single ownership and would be suitable for some type of master planned development. Mr. Ptasznik commented that he likes the idea of using the Limited Business designation to provide a transitional area between intensive commercial uses and residences.

Area #26: Denbigh Boulevard/Newport News city line – 168 acres

Mr. Cross noted that the Committee had been requested by the developer of Lakewood Village to establish a Mixed Use overlay over the existing High Density Residential and General Business designations between Denbigh Boulevard and the Newport News Waterworks property to provide an opportunity for a mixed-use neo-traditional or “traditional neighborhood development” (TND). He stated that staff proposes to add such an overlay as well as designate a potential future road corridor connecting Denbigh Boulevard to Ft. Eustis Boulevard via Richneck Road, as requested by the developer. Mr. Cross noted, however, that to extend the mixed use overlay over watershed property would be premature unless and until the developer can secure an agreement with Newport News Waterworks to acquire the property.

Area #33: Keener-Cupp-Berrane et al property – 123 acres

Mr. Cross stated that the current plan designates this area for a mix of office, commercial, and light industrial uses. He stated that the staff’s only proposed change to this area, which is designated Economic Opportunity and General Business, is to add a Mixed Use overlay designation to include the possibility of residential uses as part of a master-planned mixed-use development. Mr. Moberg noted the presence of wetlands on the site, and Mr. Davis added that access is also a problem. Mr. Carter suggested that a future road corridor be designated to provide a link between Commonwealth Drive and Route 17 at its signalized intersection with Coventry Boulevard. He added that any such road should be somewhat circuitous so as not to encourage cut-through traffic through the Coventry/Tabb Lakes/York Meadows/Patriot Village area. Ms. Ferro suggested a loop road around the development with connections to Commonwealth Drive at one end and Coventry Boulevard at the other.

Area #34: Route 134/Big Bethel Road – 51 acres

Mr. Cross explained that the staff’s proposal is to shrink the existing General Business node to exclude existing residential development and to reduce the commercial frontage along Route 134 and Big Bethel Road, consistent with the “nodal development” concept in terms of preventing strip commercial development. He added that the General Business designation would extend along the south side of Route 134 between the Stor Moore mini-storage facility and the entrance to the Belmont Apartment complex to encompass land that is currently designated High Density Residential but where residential development would not be feasible or desirable. Mr. Bowman suggested a Limited Business designation for the area abutting the apartments because of the proximity to residential development. Mr. Carter added that it might make sense to change the entire node from General to Limited Business to minimize adverse impacts on surrounding homes and to prevent intensive commercial development along Route 134. By consensus, the Committee agreed with the proposed Limited Business designation for the node and the Route 134 frontage.

Chairman Barba reminded everyone that the next meeting would be at 6:00 PM on Thursday, May 12 in the Environmental and Development Services Building Multi-Purpose Room and that the topic for discussion would be upper County land use.

The meeting was adjourned at 8:00 PM.

TCC